

Chapter III

TRANSPORTATION ELEMENT

This Transportation Element is a supplement to the TRPA Regional Transportation Plan (RTP/AQP) and the Placer County Transportation Element. Consistent with the RTP, this element lists the specific objectives and policies applicable to the Kings Beach Commercial Community Plan and describes the improvements recommended to implement the Plan. Specific capital improvements and schedules are found in Chapter VII, Implementation Element.

A. EXISTING TRANSPORTATION SYSTEM

Streets and Highways

The private automobile is the primary mode of transportation in the Lake Tahoe Basin. State Route 28 is the main vehicle route in and through the Kings Beach Commercial Community Plan area.

State Route 28 is the link between Incline Village, Nevada and Tahoe City, California along the north shore of Lake Tahoe. It has a terminus at the Tahoe City Wye where it meets State Route 89. Within the Plan area, State Route 28 consists of four travel lanes, two through lanes in each direction.

The other major roadway in the CP is State Route 267. This road is a two lane highway connecting State Route 28 with Truckee and Interstate 80.

Parking Facilities

Parking within the Community Plan area is composed of a mixture of public parking (located in the State Route 28 and County street rights-of-way) and private parking. Currently, during peak periods, there is a shortage of parking spaces for beach area parking. public spaces along State Route 28 are a combination of parallel and angled spaces, located adjacent to the State Route travel lanes. Parking movements into and out of these public spaces are often in conflict with the State Route 28 through movements.

Transit Facilities

The Kings Beach Commercial Community Plan area is currently serviced by the Tahoe Area Regional Transit (TART) system. This is the only regularly scheduled public transit system provided on the North and West Shores. TART currently operates six days a week from 6:30 a.m. to 7:00 p.m. and services the entire Plan area along State Route 28. Service headways are every 60 minutes.

In late 1994 Placer County will implement complementary paratransit service for people with disabilities. The demand response service is required under the Americans with Disabilities Act for disabled persons that can not use regular fixed route transit service. Potential clients must complete a preliminary eligibility application in order to qualify for paratransit service.

Other transit systems available within the Plan area include a demand responsive social service system provided by the Volunteer Center of Placer County. This service is available to clients over 60 years of age, handicapped and low income residents. Many ski resorts also provide a ski shuttle service.

Pedestrian Facilities

With the exception of a few designated crosswalk areas and some on-site sidewalks, pedestrian facilities are almost nonexistent in the Plan area. Pedestrians often share the same right-of-way as the highway traffic which presents safety issues. Additional pedestrian facilities such as cross-walks or center medians have been cited as needed improvements.

Bicycle Facilities

Presently, there are no designated bicycle facilities connecting the commercial and recreational facilities found through the Community Plan area. Bicyclists often share the same right-of-way as the highway traffic, which is not as desirable a situation as separated bike trails.

B. TRANSPORTATION OBJECTIVES AND POLICIES

The following numbered objectives relate to the transportation goal found in the Community Plan Goals Section of Chapter I of this Plan. To meet the objectives, the following specific policies are adopted as standards.

1. Provide a safe and efficient transportation system for the residents of the Kings Beach area and others who use the system.
 - a. Policy: The level of service on major roadways (i.e. arterial and collector routes as defined by Placer County) shall be LOS D, and signalized intersections shall be at LOS D (Level of Service E may be acceptable during peak periods, not to exceed four hours per day).
 - b. Policy: Provide for the various functions currently accommodated in the public right-of-ways (e.g. through vehicle traffic, parking search, pedestrian activity, bicyclist activity, and parking).
 - c. Policy: Implement a parking management program that provides: adequate parking, limits traffic, considers connections between parking lots, encourages community parking lots, and complements transit.
 - d. Policy: When designing transportation improvements, consider traffic calming strategies such as alternate truck routes, speed reductions on State Route 28, entry features, highlighted pedestrian cross walks, etc.
2. Provide for sufficient capital improvements to meet the level of service target, meet the target for VMT reductions, and to provide adequate parking facilities as development occurs in the Community Plan area.
 - a. Policy: Allow businesses or properties which contribute to off-site community parking facilities or transit to be given some credit for satisfying their individual parking requirements.

- b. Policy: The first priority for available funds shall be for projects listed in the CP Implementation Program.
 - c. Policy: All projects shall analyze and mitigate their traffic/air quality impacts pursuant to Chapter 93 of the TRPA Code of Ordinances. Improvements listed in this element shall be added to the list of mitigation measures in Subparagraphs 93.3.C(2) and (3).
 - d. Policy: All projects shall be subject to the TRPA traffic/air quality mitigation fee program (Chapter 93 of the TRPA Code).
 - e. Policy: Provide for sufficient funding to finance the projects in the capital improvement program (CIP).
3. The Kings Beach Commercial Community Plan should promote land use changes and development patterns which will encourage the use of alternative transportation modes and reduce travel distances within the Community Plan.
- a. Policy: The Plan should provide for the in-fill of existing developed areas that would utilize existing transportation facilities, while promoting alternatives to the private automobile.
4. The Kings Beach Commercial Community Plan should encourage the use of public and private transit.
- a. Policy: Public transit service shall be increased. The TRPA RTP/AQP suggests the increase should be for a period of at least 18 hours per day along State Route 28. The transit service headways should not exceed 30 minutes along State Route 28 between the hours of 6:00 a.m. and 6:00 p.m. and should not exceed 60 minute headways during the remainder of the service day.
 - b. Policy: The provision of public and private service should be coordinated to reduce costs of service and avoid duplication of services.
 - c. Policy: Provide the opportunity for water transit service.
5. The Plan should develop sidewalks along both sides of State Route 28 and local commercial streets. This includes landscaping, lighting, trash receptacles and bicycle racks.
- a. Policy: Implement a program through review of projects or preferably through improvement districts that provides for the street improvements.
6. The Kings Beach Commercial Community Plan should develop a bicycle recreational trails network with connections to recreation and commercial land uses.
- a. Policy: Provide for a system of bicycle recreation trails in the community plan improvement program.
7. The Community Plan should implement transportation demand management (TDM) measures to reduce the number of vehicles travelling within the Community Plan.

- a. Policy: Transit fare reductions, including free fares, should be used to encourage transit use.
 - b. Policy: Condominiums, timeshares, hotels and motels should participate in public and private transit programs and provide transit information and incentives to their guests and residents.
 - c. Policy: Home mail delivery should be provided throughout the Community Plan area.
8. Transportation System Management (TSM) measures should be provided to improve the efficiency of the existing transportation system within the Community Plan.
- a. Policy: Driveways and access-egress points to commercial businesses along State Route 28 should be coordinated to reduce the number of turn movements and improve traffic flow along State Route 28.
 - b. Policy: Parking within the Kings Beach Commercial Community Plan should encourage the consolidation of off-street public parking within the commercial areas.
9. The Community Plan for Carnelian Bay, Tahoe Vista, Kings Beach, and North Stateline all propose the completion of a follow-up study, after Plan adoption, that will examine a number of transportation issues affecting S.R. 28. This study, intended to involve Caltrans, Placer County, TRPA, and interested citizens, will examine such issues as the appropriate number of travel lanes on the highway, the use of center medians, techniques for "traffic calming," and regulation of travel speed.

C. CONTROL PROGRAM/ACTION ELEMENT

The following improvements are a list of improvements needed to implement the policies listed above. A further description, including cost and scheduling, of the improvements described below may be found in the Implementation Element.

Streets and Highways

- 1. State Route 28 Improvements - State Route 28 shall be improved to include four lanes (two in each direction with no center turn lane), Class II bikeways on each side, parallel parking in the pedestrian district, medians in the entry areas, curb, and sidewalks. The construction of the highway improvements will be in conjunction with the construction of sidewalks, curbs, drainage system, landscaping, utility undergrounding and lighting. Figure 3 shows the location of the improvements in concept.
- 2. Local Street Improvements - Local commercial streets shall be improved to include two travel lanes, parallel parking, and sidewalks. Some streets such as Brook may become one way with elimination of parallel parking.
- 3. State Route 28/267 Intersection Improvement - This intersection will be upgraded with turn lanes, scenic improvements, and medians.

4. Coon Street Intersection Improvement - This four way signalized intersection on State Route 28 will be upgraded with turn lanes and scenic improvements.
5. Bear Street Intersection Improvement - This three way intersection on State Route 28 will be redesigned to include turn lanes and a conversion of Brook Street to one way.
6. Truck Route/By Pass - Improvement of the existing truck route or relocation should be considered in future traffic studies, provided conflict can be avoided with sensitive locations such as schools and residential neighborhoods.

Parking Facilities

1. Kings Beach Parking - To meet parking requirements, compensate for lost parking due to State Route 28 improvements, achieve targets, and to provide for additional development, a series of parking lots are to be constructed. The lots shown in Figure 3 are conceptual in design and location and will require further study. The location and size of the parking shall be based on an area-wide analysis/program developed by Placer County. The CIP lists the important public parking lots.

Transit Facilities

1. TART Expansion - Increased service from TART by decreasing headways, by increasing the variety of vehicles, and by increasing the hours of operation. Possible locations of routes, bus stops, and parking lots are shown in Figure 3 and further described in the Chapter VII, Improvement Program.
2. Kings Beach/Tahoe Vista Shuttle - A shuttle that serves just Kings Beach, Tahoe Vista, and North Stateline with short headways will be provided for peak seasons.
3. Water Transit Terminals - Opportunities for water transit are included in the area of the State Park.
4. Ski/Tour Shuttles - Coordination of transit services to recreational destinations (i.e. ski buses) will provide transit during the critical winter peaks.
5. Truckee Shuttle - Tour bus service and a TART connection to the AMTRAK train depot in Truckee will provide transit service to the area visitors.
6. Lake Tour Bus - An around-the-lake bus system will provide for longer range trips for visitors and residents.

Pedestrian Facilities

1. State Route 28 Pedestrian Facilities - The construction of sidewalks on State Route 28 is shown in Figure 4. The conceptual designs of the sidewalk system for the pedestrian area and the entry areas are shown in the Kings Beach Design Standards and Guidelines (Appendix B) and includes landscaping, lighting, trash receptacles, and bike racks.
2. Local Commercial Street Pedestrian Facilities - The construction of sidewalks on local commercial streets is shown in Figure 3. The conceptual design of the sidewalk system is shown in the Kings Beach Design Standards and Guidelines (Appendix B) and includes landscaping, lighting, trash receptacles, and bike racks.

Bicycle Facilities

1. Recreational Trail System - To improve circulation, reduce vehicle trips, and improve public access to Lake Tahoe, the CP calls for the construction of the State Route 28 trail system and the Lake Promenade shown in Figure 3. Also, included is the proposed trail connecting the Kings Beach Elementary School with the State Park.

Other Transportation Mitigation Improvements

1. Mini Van Demand/Response Fleet - Establish a mini van demand response fleet at the ski areas for visitors and employees.
2. Information and Contingency Plan - The TNT/TMA shall develop a faster and more accurate traffic information system for the traveling public and develop contingency plans for road closure and gridlock conditions.
3. Access Control - To provide for service deliveries, parking lot connectors, and alternate access, the CP calls for the consolidation of driveways and construction of service drives.
4. Traffic Control Officer - In lieu of traffic signals at critical intersections, a traffic control officer (TCO) may be utilized at peak periods.
5. Home Mail - Home mail delivery should be provided throughout the area.
6. Transportation Management
 - a. The State mandated Congestion Management Program (CMP) requires a Trip Reduction Ordinance (TRO). The goal of the TRO is to have employers educate, coordinate, and encourage strategies to reduce congestion and improve air quality. The County and TRPA have both adopted a similar TRO.
 - b. The Truckee-North Tahoe Transportation Management Association (TNT/TMA) is a group of public agencies and private firms which have joined together to develop and implement programs and projects to reduce congestion and provide for the transportation needs of the residents, visitors, and employees in the North Lake Tahoe area and the Truckee area.
 - c. Incentives and disincentives to promote ridership of transit can be implemented by commercial/public service/recreation employers. The incentives could be financial or convenience related. A disincentive would be to discontinue parking subsidies to employers and customers.